

2.4.1 State Highway System

The following Interstate and State highways serve the study area. Interstate highways include I-40 and I-17. Federal highways (US) located within the Focus Areas include: US-64, US-89, US-93, US-160, US-163, US-180, and US-191. State Routes (SR) include SR-64, SR-66, SR-67, SR-69, SR-71, SR-77, SR-87, SR-89, SR-96, SR-97, SR-98, SR-99, SR-169, SR-179, SR-160, SR-260, and SR-264. Table 2.7 shows study area average daily traffic volumes and percent truck traffic (Figure 2-10a-c).

Interstate I-17

I-17, also known as Black Canyon Freeway, is the first interstate highway built in Arizona and forms the north-south backbone of the Valley's freeway system. I-17's southern terminus lies within central Phoenix at I-10 and its northern terminus is in Flagstaff at I-40. The segment of I-17 within the study area is comprised of four lanes, two lanes in each direction with varying daily traffic volumes between 14,500 (at Schnebly Hill Road) to 37,000 (at New River Road). I-17 is a designated truck route. The highest truck volume was reported at 20.4%, located south of SR-260. Truck volumes consist of 5% single unit¹ (SU) and 15.4% multi-unit² (MU) truck types with the remainder comprising of passenger cars or small trucks. The speed limit is posted between 55 MPH and 75 MPH within the study area.

Interstate I-40

I-40 is a major east-west freeway, spanning eight states. Starting in Barstow, California, the freeway traverses the Mojave Desert into the high desert around Flagstaff, south of the Grand Canyon. The study segment of I-40 is located east-west throughout the Coconino and Navajo Counties. The study corridor comprises of four through lanes with an unprotected median having a posted speed limit varying between 65 MPH and 75 MPH. The highest daily traffic volumes of approximately 48,000 vehicles were reported on a segment east of the traffic interchange with I-17 within the City of Flagstaff. I-40 is a designated truck route. The highest truck volume consists of 51% (21% SU, 30% MU) of total vehicles immediately west of the Holbrook area.

U.S. Highway 64

The study segment of US-64 is located between Teec Nos Pos in northeast Arizona and the Arizona-New Mexico State boundary. This two lane roadway has an ADT of 2,900 with a posted speed limit of 65 MPH. An approximate 7% (3% SU, 4% MU) truck traffic volume is reported at south of the Arizona-New Mexico border.

U.S. Highway 89

US-89 traverses between the junction at I-40 and the Arizona-Utah State boundary and is the primary access corridor for the City of Page, Lake Powell, and other recreational areas. US-89 is primarily a two-lane corridor, however, this facility carries six through lanes north of the junction at I-40 with an approximate daily traffic volume of 25,000 vehicles between

¹ Vehicle types 4 through 7 with four or more single-unit trucks based on FHWA classifications.

² Vehicle types 8 through 13 with four or fewer axles and single-trailer trucks through seven or more axle multi-trailer trucks that are based on FHWA classifications.

Railhead Avenue and Smoke Rise Drive. The posted speed limit varies between 25 MPH (from mileposts 549.3 to 549.8) and 65 MPH on multiple segments. US-89 is designated as a truck route. The highest truck volume of 46% (14% SU, 32% MU) is reported on US-89 between the City of Page and the Arizona-Utah border.

U.S. Highway 89A

US-89A's southern terminus is located at US-89 south of Page and continues north to the Arizona-Utah State line south of Kanab, Utah. Currently, US-89A accommodates two through lanes within the study segment. An ADT of 5,800 vehicles was reported at the junction at SR-389 south of Arizona/Utah State line. The highest truck volume of 12% (5% SU, 7% MU) is reported west of US-89. The speed limit is posted between 35 MPH (at approximately milepost 537.0 and SR-389) and 65 MPH (from milepost 592.0 to Ryan Road).

U.S. Highway 93

US-93 begins at Wickenburg and continues northwest up to the Arizona/Nevada State line. This roadway facility has a posted speed limit between 55 MPH and 65 MPH. The number of lanes vary from two lanes to four lanes with an AADT ranging from 6,600 (Mohave-Yavapai County border) and 11,600 (within Wickenburg City limit). US-93 is a designated truck route. About 34% of truck volume (10% SU, 24% MU) is reported at the Mohave-Yavapai County boundary.

U.S. Highway 160

Study segment of US-160 begins at US-89 near the western edge of Navajo Nation Indian Reservation near Tuba City. US-60 passes through Tonalea and Cow Springs before entering Kayenta and continues northeast to Teec Nos Pos and the Arizona/Utah State line. This is a two lane highway with a posted speed limit of 65 MPH and also a designated truck route. The traffic volumes range from 2,200 (south of the Arizona/Utah border) and 11,500 (within Tuba City). Approximately 10% truck volume (4% SU, 6% MU) is reported within the Tuba City area.

U.S. Highway 163

US-163 begins at US-160 within Kayenta in Navajo County and travels due north reaching the Arizona/Utah State line. US-163 has four lanes within the Kayenta city limits and two lanes for the remainder of the study area. The posted speed limit is 35 MPH within Kayenta increasing to 65 MPH south of the Arizona/Utah State line. This is a designated truck route serving an ADT of 14,300 at Kayenta. The highest truck volume of 7% (3% SU, 4% MU) was reported north of US-160 along US-163.

U.S. Highway 180

US-180 runs diagonally connecting the City of Flagstaff and I-40 with SR-64 south of the Grand Canyon National Park. This highway is a 50-mile long corridor accommodating one lane in each direction with no median. Posted speed limits on this corridor range from 25 MPH to 65 MPH on multiple segments. Daily traffic volumes of 13,000 vehicles on US-180 are reported within the Flagstaff City limits. On this designated truck route, approximately 15% of traffic was reported as truck traffic (7% SU, 8% MU).

U.S. Highway 191

US-191 is located in the Navajo-Hopi Focus Area between I-40 near Chambers and continues north towards the Arizona/Utah State line through Ganado, Chinle, Many Farms, and Mexican Water. The highway is the primary route to access the Canyon de Chelly National Monument. This two lane corridor carries ADT's ranging from 1,100 vehicles north of I-40 through 9,200 vehicles at Chinle. US-191 carries approximately 12% of trucks (5% SU, 7% MU) at I-40.

State Route 64

SR-64 begins at north of the I-40 junction (milepost 185.0) and extends to the Grand Canyon National Park boundary. It also runs east-west and connects the Grand Canyon South Rim with US-89. SR-64 is predominantly one lane in each direction with a posted speed limit varying between 35 MPH (at Grand Canyon Airport) and 65 MPH on multiple segments. An ADT of 7,900 vehicles were reported at Grand Canyon Airport near Tusayan. This corridor carries approximately 9% trucks traffic (4% SU, 5% MU) between US-180 and the Grand Canyon National Park.

State Route 66

SR-66 is a relic of the former Route 66, and is located between I-40 and Mohave-Yavapai County border serving Seligman, and Peach Springs. This two lane roadway with a posted speed limit of 65 MPH is not a designated truck route by Federal authority. Approximately 1,000 ADT is reported on SR-66 study segment. This roadway carries approximately 34% trucks at Mohave-Yavapai County boundary line.

State Route 67

SR-67 is a north-south corridor connecting US-89A to the Grand Canyon's North Rim. SR-67 is comprised of two through lanes and approximately 1,500 daily traffic volumes with posted speed limits varying between 50 MPH and 55 MPH. This corridor is currently not a designated truck route by Federal authority. Approximately 8% trucks traffic is reported (3% SU, 5% MU) at the north rim of the Grand Canyon National Park.

State Route 69

SR-69 is a divided four-lane highway serving Prescott from I-17. SR-69 has a varying posted speed limit between 45 MPH and 75 MPH. An AADT is reported from 14,000 at I-17 junction through 46,500 within the Prescott City limits. The highest truck volume of 13% (5% SU, 8% MU) is reported at south of its junction at SR-169.

State Route 71

SR-71 is a two lane highway having a posted speed limit of 65 MPH. It stretches between its northeast terminus at its junction with SR-89 at Congress and its southwest terminus at its junction with US-60 at Aguila. This is a designated truck route with approximately 800 average vehicles per day and 7% truck traffic (4% SU, 3% MU) south of US-93.

State Route 77

SR-77 traverses from its northern terminus at the boundary of the Navajo Nation north of Holbrook to its junction at I-40 within the Navajo-Hopi Focus Area. The posted speed limit is reported at 65 MPH and SR-77 offers two through lanes. Approximately 1,800 ADT is reported along with 23% truck traffic (19% SU, 4% MU) between I-40 and south boundary of the Navajo Nation.

State Route 87

SR-87 is a north-south road beginning at the Navajo Nation and traversing south to Winslow at I-40. SR-87 has two lanes and a posted speed limit of 65 MPH. This is a designated truck route with approximately 2,500 average vehicles per day within Winslow, south of I-40. Approximately 9% of truck traffic (4% SU, 5% MU) is reported south of I-40 within the Winslow area.

State Route 89

SR-89 is largely a north-south highway beginning at the junction of US-93, northwest of Wickenburg. SR-89 traverses north through Prescott and Chino Valley ending at I-40 in Ash Fork. It is dominantly a two lane roadway with a varying posted speed limit from 35 MPH to 65 MPH with approximately 2,000 average daily traffic volumes. The highest truck traffic volume of 14% (6% SU, 8% MU) is reported south of I-40.

State Route 89A

SR-89A begins two miles south of Flagstaff offering a very scenic and winding 24-mile route through the Oak Creek Canyon, before reaching Sedona. The highway continues southwest passing through Cottonwood, Clarkdale and terminating at SR-89 west of Prescott Valley. Posted speed limits varied widely from 20 MPH at serpentine scenic segments to 65 MPH. Traffic volumes range from 1,900 ADT (north of Prescott Valley) through 34,000 (north of I-40). Approximately 12% truck traffic volumes (4% SU, 8% MU) were reported near its junction at SR-260.

State Route 96

SR-96 is an east-west highway in central Arizona, running from Bagdad to Hillside. It was intended to serve as a route between the Phelps Dodge copper mines at Bagdad and the railroad terminal at Hillside. SR-96 is a two lane roadway having a posted speed limit of 45 MPH. The average daily traffic reported is less than 500 vehicles. Approximately 28% of traffic is truck traffic (10% SU, 18% MU) between Bagdad-Hillside Road and its junction at US-93.

State Route 97

SR-97 starts at SR-96 south of Bagdad and heads southwest, ending at US-93 in the Santa Maria Mountains. It is a two lane highway with a 45 MPH posted speed limit and an ADT of 700 vehicles. Approximately 28% of traffic was truck traffic (10% SU, 18% MU) west of Bagdad-Hillside Road within the New River Focus Area.

State Route 98

SR-98 is located in Coconino County running from the junction of US-89 south of Page to US-160 to the southeast. It is a north-south route just outside of Page but becomes an east-west route for the half of its length approaching its eastern terminus. SR-98 passes through a sparsely inhabited portion of the Navajo Indian Reservation. It serves primarily as a bypass route to connect Page with reservation communities further to the east. It is a two lane roadway serving an ADT of 2,000 vehicles with a posted speed limit of 65 MPH.

State Route 99

SR-99 starts in Leupp within the Navajo Nation and heads south to I-40 west of Winslow. At Winslow, it further heads south to the edge of Apache-Sitgreaves National Forest. SR-99

has two lanes with a posted speed limit of 55 MPH. An ADT of 500 vehicles was reported. This facility carries approximately 25% (21% SU, 4% MU) of truck traffic north of I-40.

State Route 169

SR-169, also known as Cherry Road, is an east-west highway in central Arizona, with its western terminus at the junction with SR-69 at Dewey and its eastern terminus at I-17. In conjunction with SR-69 and I-17, SR-169 serves as the most direct route between Prescott and the Verde Valley. It offers two thru-lanes with an ADT of 9,800. Posted speed limits vary from 55 MPH to 65 MPH. Trucks contribute to 6% (3% SU, 3% MU) of total traffic volume on its segment between I-17 and SR-69.

State Route 179

SR-179, also known as Red Rock Scenic Byway, is a north-south highway running from I-17 north of Rimrock to SR-89A in Sedona. The road currently has two lanes being widened to four lanes, south of SR-89A. Posted speed limit is reported from 25 MPH (south of SR-89A) to 55 MPH (north of I-17). ADT fluctuates from 6,400 vehicles (north of I-17) to 19,000 vehicles (south of SR-89A). Truck traffic composes approximately 11% of traffic volumes (4% SU, 7% MU) south of Sedona between SR-89A and I-17.

State Route 260

SR-260 is a major east-west State highway in north-central part of Arizona. The western terminus of SR-260 is located at SR-89A in Cottonwood and heads eastbound along the Mogollon Rim. Stretches of SR-260 are known by various names including Camp Verde Bridgeport Highway, General George Crook Trail, Camp Verde-Payson Highway, and White Mountain Road/Boulevard. The number of lanes varies from two to four lanes, as well as the posted speed limit which ranges from 25 MPH to 55 MPH. A significant fluctuation of ADT is reported on this route due to the influx of visitors. ADT varies from 1,000 (west of Yavapai-Coconino County border) vehicles to 23,800 vehicles (within Cottonwood). Approximately 13% of traffic is reported as truck traffic (5% SU, 8% MU) between Cottonwood at SR-89A and Camp Verde at I-17.

State Route 264

SR-264 traverses from its junction with US-160 in Tuba City to the border of New Mexico and also intersects SR-87, and US-191. SR-264 is dominantly a two lane highway widened to four lanes at the border of Coconino and Navajo Counties. ADT ranges from 1,200 vehicles (south of US-160) to 16,000 (Arizona-New Mexico border). Truck access is permitted. This designated truck route is reported to have 9% truck volume (5% SU, 4% MU) east of its junction with SR-87.